

**Listing of the Claims:**

1. (Currently Amended) A lightweight, portable roadway barrier wherein the weight of the barrier is less than 200 kg per meter of length of the barrier, wherein the barrier is a stand alone barrier in that it does not require additional mass to function as a barrier, and wherein the barrier comprises:

(a) a structural framework for resisting collapse of the barrier in response to impact of a vehicle, the framework comprising upright members at opposite ends of the barrier and at least one upright member between the end members, and at least one longitudinal member extending along on the length of the barrier and connected to each of the upright members; and

(b) panels mounted to opposite sides of the barrier for deflecting vehicles on impact with the barrier,

wherein the interconnected arrangement of upright and longitudinal members provides the ~~internal~~ structural framework with sufficient rigidity for resisting direct collapse of the barrier in the regions of vehicle impact and from uncontrolled twisting of the barrier around the longitudinal barrier axis,

wherein the principal function of the side panels is to deflect a vehicle on impact of the vehicle against the barrier, and

wherein the side panels do not make a substantial contribution to the rigidity of the barrier.

2. (Canceled)

3. (Canceled)

4. (Canceled)

5. (Canceled)

6. (Previously Presented) The barrier defined in Claim 1 wherein the structural framework is made from steel.

7. (Previously Presented) The barrier defined in Claim 1 wherein the side panels are made from steel.

8. (Cancelled)
9. (Previously Presented) The barrier defined in Claim 1 wherein the weight of the barrier is less than 150 kg per meter of length of the barrier.
10. (Previously Presented) The barrier defined in Claim 1 wherein the weight of the barrier be 100 kg or less per meter of the length of the barrier.
11. (Previously Presented) The barrier defined in Claim 1 wherein the upright members are in the form of steel plates.
12. (Original) The barrier defined in claim 11 wherein the steel plates comprise sections to which the side panels are connected.
13. (Canceled)
14. (Previously Presented) The barrier defined in Claim 1 wherein the longitudinal member is positioned at a height that is at or higher than 25% of the height of the barrier.
15. (Previously Presented) The barrier defined in Claim 1 wherein the longitudinal member is positioned at a height that is at or higher than 50% of the height of the barrier.
16. (Previously Presented) The barrier defined in Claim 1 wherein the longitudinal member is positioned at a height that is at or above a centre of gravity of a typical vehicle.
17. (Previously Presented) The barrier defined in Claim 1 comprises an upright member positioned midway between the end upright members.
18. (Original) The barrier defined in claim 17 wherein the central upright member comprises an opening that can receive a crane hook to facilitate lifting of the barrier.
19. (Previously Presented) The barrier defined in Claim 1 wherein each side panel comprises a series of lengthwise extending corrugations that define panel ribs.
20. (Previously Presented) The barrier defined in Claim 1 wherein the side panels on opposite sides of the barrier diverge outwardly from each other when viewed from the ends of the barrier.

21. (Previously Presented) The barrier defined in Claim 1 further comprises a lower side panel on each side of the barrier that prevents vehicle tires penetrating the barrier and becoming engaged with the barrier.

22. (Previously Presented) The barrier defined in Claim 1 wherein the panels extend to a location vertically above the at least one longitudinal member to thereby form a recess in a top of the barrier.

23. (Previously Presented) The barrier defined in Claim 1 wherein the upright members at opposite ends each comprise at least one hinge plate having a respective opening, the opening sized to receive a hinge pin to connect adjacent portions of the barrier.

24. (Currently Amended) A lightweight, portable roadway barrier wherein the weight of the barrier is less than 200 kg per meter of length of the barrier, wherein the barrier is a stand alone barrier in that it does not require additional mass to function as a barrier, and wherein the barrier comprises:

(a) a structural framework for resisting collapse of the barrier in response to impact of a vehicle, the framework comprising upright members at opposite ends of the barrier and at least one upright member between the end members, and at least one longitudinal member extending along on the length of the barrier and connected to each of the upright members, wherein the longitudinal member or at least one of the longitudinal members extends along the length of the barrier and is connected at opposite ends to the upright end members and is connected to the or each upright member located between the end upright ~~members~~ member; and

(b) panels mounted to opposite sides of the barrier for deflecting vehicles on impact with the barrier,

wherein the interconnected arrangement of upright and longitudinal members provides the ~~internal~~ structural framework with sufficient rigidity for resisting direct collapse of the barrier in the regions of vehicle impact and from uncontrolled twisting of the barrier around the longitudinal barrier axis.